



[4910-13-P]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2016-5579; Directorate Identifier 2016-CE-010-AD; Amendment 39-18586; AD 2016-14-05]

RIN 2120-AA64

Airworthiness Directives; Textron Aviation Inc. Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: We are superseding Airworthiness Directive (AD) 2008-15-06 for certain Textron Aviation Inc. Models 175 and 175A airplanes (type certificate previously held by Cessna Aircraft Company). AD 2008-15-06 required checking the airplane logbook to determine if the original engine mounting brackets had been replaced. If the original engine mounting brackets were still installed, the AD required repetitively inspecting those brackets for cracks and replacing any cracked engine mounting bracket until all four original engine mounting brackets were replaced. Replacing all four original engine mounting brackets terminated the actions required in AD 2008-15-06. Since we issued AD 2008-15-06, we have determined that the applicability needs to be changed to add one serial number and remove another. This new AD retains the actions required in AD 2008-15-06 and changes the Applicability section. We are issuing this AD to correct the unsafe condition on these products.

DATES: This AD is effective [INSERT DATE 35 DAYS AFTER DATE OF PUBLICATION IN THE FEDERAL REGISTER].

The Director of the Federal Register approved the incorporation by reference of a certain other publication listed in this AD as of September 2, 2008 (73 FR 43845, July 29, 2008).

ADDRESSES: For service information identified in this final rule, contact Cessna Aircraft Company, Product Support, P.O. Box 7706, Wichita, Kansas 67277; telephone: (316) 517-5800; fax: (316) 942-9006; Internet: www.cessna.txtav.com. You may view this referenced service information at the FAA, Small Airplane Directorate, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329-4148. It is also available on the internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2016-5579.

Examining the AD Docket

You may examine the AD docket on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2016-5579; or in person at the Docket Management Facility between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this AD, the regulatory evaluation, any comments received, and other information. The address for the Docket Office (phone: 800-647-5527) is Document Management Facility, U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590.

FOR FURTHER INFORMATION CONTACT: Gary Park, Aerospace Engineer, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Wichita, Kansas 67209; telephone: (316) 946-4123; fax: (316) 946-4107, email: gary.park@faa.gov.

SUPPLEMENTARY INFORMATION:

Discussion

We issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to supersede AD 2008-15-06, Amendment 39-15618 (73 FR 43845, July 29, 2008), (“AD 2008-15-06”). AD 2008-15-06 applied to certain Textron Aviation Inc. Models 175 and 175A airplanes (type certificate previously held by Cessna Aircraft Company). The NPRM published in the Federal Register on April 12, 2016 (81 FR 21501). The NPRM was prompted by our determination that a serial number had been inadvertently included in the applicability and a serial number had been inadvertently omitted from the applicability. The NPRM proposed to retain the requirements of AD 2008-15-06, add one serial number to the applicability and remove another. We are issuing this AD to correct the unsafe condition on these products.

Comments

We gave the public the opportunity to participate in developing this AD. We received no comments on the NPRM (81 FR 21501, April 12, 2016) or on the determination of the cost to the public.

Conclusion

We reviewed the relevant data and determined that air safety and the public interest require adopting this AD as proposed except for minor editorial changes. We have determined that these minor changes:

- Are consistent with the intent that was proposed in the NPRM (81 FR 21501, April 12, 2016) for correcting the unsafe condition; and
- Do not add any additional burden upon the public than was already proposed in the NPRM (81 FR 21501, April 12, 2016).

Related Service Information under 1 CFR part 51

We reviewed Cessna Single Engine Service Bulletin SEB07-2, Revision 2, dated June 18, 2007. The service information describes procedures for inspecting the upper and lower engine mounting brackets on both the left and right sides for cracks and replacing cracked engine mounting brackets. This service information is reasonably available because the interested parties have access to it through their normal course of business or by the means identified in the ADDRESSES section.

Costs of Compliance

We estimate that this AD will affect 1,218 airplanes in the U.S. registry.

We estimate the following costs to do each inspection:

Labor Cost	Parts Cost	Total Cost Per Airplane	Total Cost on U.S. Operators
7.5 work-hours X \$80 per hour = \$600	Not applicable	\$600	\$730,800

We estimate the following costs to do any necessary replacements:

Labor Cost	Parts Cost	Total Cost Per Airplane
3 work-hours per bracket X \$80 per hour = \$240 per bracket. 4 brackets per airplane X \$240 per bracket = \$960.	\$200 per bracket. 4 X \$200 = \$800 for all 4 brackets.	\$440 per bracket. \$1,760 to replace all 4 brackets.

There is no estimated cost of compliance difference between this AD and AD 2008-15-06 since there is no change in the number of affected airplanes or in the required actions. The cost impact on the public will be in the removal of serial number 691 and the addition of serial number 619.

Authority for this Rulemaking

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. Subtitle I, Section 106, describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the Agency's authority.

We are issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, section 44701, "General requirements." Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

Regulatory Findings

We have determined that this AD will not have federalism implications under Executive Order 13132. This AD will not have a substantial direct effect on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government.

For the reasons discussed above, I certify that this AD:

- (1) Is not a "significant regulatory action" under Executive Order 12866,
- (2) Is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979),
- (3) Will not affect intrastate aviation in Alaska, and
- (4) Will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA amends 14 CFR part 39 as follows:

PART 39 - AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

2. The FAA amends § 39.13 by removing Airworthiness Directive (AD) 2008-15-06, Amendment 39-15618 (73 FR 43845, July 29, 2008), and adding the following new AD:

2016-14-05 Textron Aviation Inc.: Amendment 39-18586; Docket No. FAA-2016-5579; Directorate Identifier 2016-CE-010.

(a) Effective Date

This AD is effective [INSERT DATE 35 DAYS AFTER DATE OF PUBLICATION IN THE FEDERAL REGISTER].

(b) Affected ADs

This AD replaces AD 2008-15-06, Amendment 39-15618 (73 FR 43845, July 29, 2008) (“AD 2008-15-06”).

(c) Applicability

This AD applies to the Textron Aviation Inc. airplane models and serial numbers (type certificate previously held by Cessna Aircraft Company) that are certificated in any category listed in Table 1 to paragraph (c) of this AD. The new airplane affected by this AD is model number 175A, serial number 619, manufactured in 1960.

Table 1 to paragraph (c) of this AD – Airplanes Affected

Model	Serial Numbers	Year Manufactured
(1) 175	55001 through 55703	1958
(2) 175	55704 through 56238	1959
(3) 175	28700A, 626, and 640	1958 and 1959
(4) 175 A	56239 through 56777	1960
(5) 175 A	619	1960

(d) Subject

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 71, Power Plant.

(e) Unsafe Condition

This AD was prompted by the determination that one airplane needs to be added and another airplane needs to be removed from the Applicability section. We are issuing this AD to detect and correct cracks in the engine mounting brackets, which could result in failure of the engine mounting bracket. This failure could lead to the engine detaching from the firewall.

(f) Compliance

Comply with this AD within the compliance times specified, unless already done.

(g) Airplane Logbook Check

(1) Check the airplane logbook to determine if all four of the original engine mounting brackets have been replaced. Do the logbook check at the following compliance time, as applicable. The owner/operator holding at least a private pilot certificate as authorized by section 43.7 may do this action.

(i) For airplanes previously affected by AD 2008-15-06: Within the next 30 days after September 2, 2008 (the effective date retained from AD 2008-15-06).

(ii) For the new airplane affected by this AD: Within the next 30 days after [INSERT DATE 35 DAYS AFTER DATE OF PUBLICATION IN THE FEDERAL REGISTER] (the effective date of this AD).

(2) If you can positively determine that all four of the original engine mounting brackets have been replaced, no further action is required. Make an entry into the airplane logbook showing compliance with this portion of the AD in accordance with 14 CFR 43.9. The owner/operator holding at least a private pilot certificate as authorized by section 43.7 may do this action.

(3) If you cannot positively determine that all four of the original engine mounting brackets have been replaced, inspect each of the upper and lower engine mounting brackets on both the left and right sides for cracks following Cessna Single Engine Service Bulletin SEB07-2, Revision 2, dated June 18, 2007. Do the inspections at the following compliance times, as applicable.

(i) For airplanes previous affected by AD 2008-15-06: Initially inspect within the next 12 months after September 2, 2008 (the effective date retained from AD 2008-15-06). If no cracks are found, repetitively inspect thereafter at intervals not to exceed 500 hours time-in-service (TIS) until all four of the original engine mounting brackets are replaced.

(ii) For the new airplane affected by this AD: Initially inspect within the next 12 months after [INSERT DATE 35 DAYS AFTER DATE OF PUBLICATION IN THE FEDERAL REGISTER] (the effective date of this AD). If no cracks are found, repetitively inspect thereafter at intervals not to exceed 500 hours TIS until all four of the original engine mounting brackets are replaced.

(h) Engine Mounting Bracket Replacement

If cracks are found in any of the engine mounting brackets during any inspection required in paragraph (g)(3) of this AD, including all subparagraphs, before further flight after the inspection in which cracks are found, replace the cracked engine mounting bracket(s) following Cessna Single Engine Service Bulletin SEB07-2, Revision 2, dated June 18, 2007. Replacing the cracked engine mounting bracket terminates the repetitive inspections required in paragraphs (g)(3)(i) and (ii) of this AD only for the replaced engine mounting bracket.

(i) Terminating Action

To terminate the repetitive inspections required in paragraphs (g)(3)(i) and (ii) of this AD, you may replace all four original engine mounting brackets following Cessna Single Engine Service Bulletin SEB07-2, Revision 2, dated June 18, 2007.

(j) Engine Mounting Bracket Disposal

For all airplanes affected by this AD: Before further flight after the engine mounting bracket is removed for replacement, dispose of every replaced bracket following 14 CFR 43.10, paragraph (c)(6), which states the following: “Mutilation. The part may be mutilated to deter its installation in a type certificated product. The mutilation must render the part beyond repair and incapable of being reworked to appear to be airworthy.”

(k) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Wichita Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the ACO, send it to the attention of the person identified in paragraph (l) of this AD.

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

(3) AMOCs approved for AD 2008-15-06 are approved as AMOCs for the corresponding provisions of this AD.

(l) Related Information

For more information about this AD, contact Gary Park, Aerospace Engineer, Wichita ACO, 1801 Airport Road, Room 100, Wichita, Kansas 67209; telephone: (316) 946-4123; fax: (316) 946-4107, email: gary.park@faa.gov

(m) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(3) The following service information was approved for IBR on September 2, 2008 (73 FR 43845, July 29, 2008).

(i) Cessna Single Engine Service Bulletin SEB07-2, Revision 2, dated June 18, 2007.

(ii) Reserved.

(4) For Cessna Aircraft Company service information identified in this AD, contact Cessna Aircraft Company, Product Support, P.O. Box 7706, Wichita, Kansas 67277; telephone: (316) 517-5800; fax: (316) 942-9006; Internet: www.cessna.txtav.com.

(5) You may view this service information at FAA, Small Airplane Directorate, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329-4148. In addition, you can access this service information on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2016-5579.

(6) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Kansas City, Missouri, on June 28, 2016.

Pat Mullen,
Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.

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